



*Marine Aviation*

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# *Initial Planning Conference (IPC)*

## *Out-Brief*

*1ST MAW: CH-53E Integration & CH-53D  
Sundown*

~~Maj Devos~~

APW-51

Maj Fanning

ASM-33

LtCol Chipman

ASL-33



# Purpose of IPC

## Marine Aviation

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- Purpose
  - Assemble the necessary stakeholders 4-5 Nov on MCBH to develop:
    - Detailed POA&M for HMH-463 transition to CH-53E by the end of FY12
    - CH-53D sundown timeline and POA&M for HMH-362/363 Cadre
    - MCBH Facilities planning to implement FY11 AvPlan
- End-State
  - Development/refinement of the POA&M and timeline for both the HMH-463 transition & CH-53D sundown
  - Identify issues and assign to organizations for resolution
  - MCBH facilities alignment to support FY11 AvPlan
- DCA Guidance
  - Review the number and timing of CH-53E's into HMH-463
  - To max extent possible utilize surface lift for CH-53E shipment to MAG-24
  - Evaluate MCBH infrastructure plan to determine if desired endstate is achievable based on FY11 laydown



# Definitions & Assumptions

## Marine Aviation

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- Definitions
  - D-Day
    - HMH-463: Squadron begins accepting CH-53E aircraft
    - HMH-362/363: Squadron begin Aircraft breakdown
  - IOC: Squadron with 4 aircraft capable of conducting TR sorties to support D to E transition
  - FOC: Squadron has achieved **full PAA (12)** & 90% TO
- Assumptions
  - HMH-463 will require an initial cadre of current CH-53E Pilots, Aircrew, and Maintainers IOT begin acceptance of aircraft
  - HMH-463 needs to be ready to support FRAGs Feb 12
  - TYCOM to manage phased aircraft transfer plan
  - CH-53D divestiture begins 4Q FY11 (Trigger is HMH-363 deploy)
  - MALS-24 transition to support dual TMS during FY12
  - Personnel shifts amongst MAG-24 required
  - 5400 Bulletin necessary for HMH-463/HMH-363/HMH-362

Changes from DCA In-brief in **RED**

05/25/17

**Pre-Decisional DRAFT  
Deliberative**



# OPLAN vs FY11 AVPLAN

## Marine Aviation

- MAG-24 hesitant to plan the divestiture of the CH-53D below their OPLAN requirements until officially relieved by HHQ of their OPLAN responsibility
- 5400 Bulletin for HMM-363 and HMM-362 will direct MARFORPAC to adjust OPLANS within 30 days of execution
  - HMM-363 – 4Q FY12
  - HMM-362 – 1Q FY13
- MARFORPAC needs to relieve MAG-24 of their OPLAN requirement effective 1 Aug 11 (HMM-363 Deploy) in order to plan an efficient CH-53D disposition
  - Potential FMS interest in CH-53D's and parts
  - Smooth drawdown of CH-53Ds required due to limited space on K-Bay
- 1<sup>st</sup> MAW may raise this issue at the MAB
- Request DCA assistance in MARFORPAC relieving MAG-24 of the OPLAN requirements in order to accelerate CH-53D divestiture planning.



# *Disposition of CH-53D*

## *Marine Aviation*

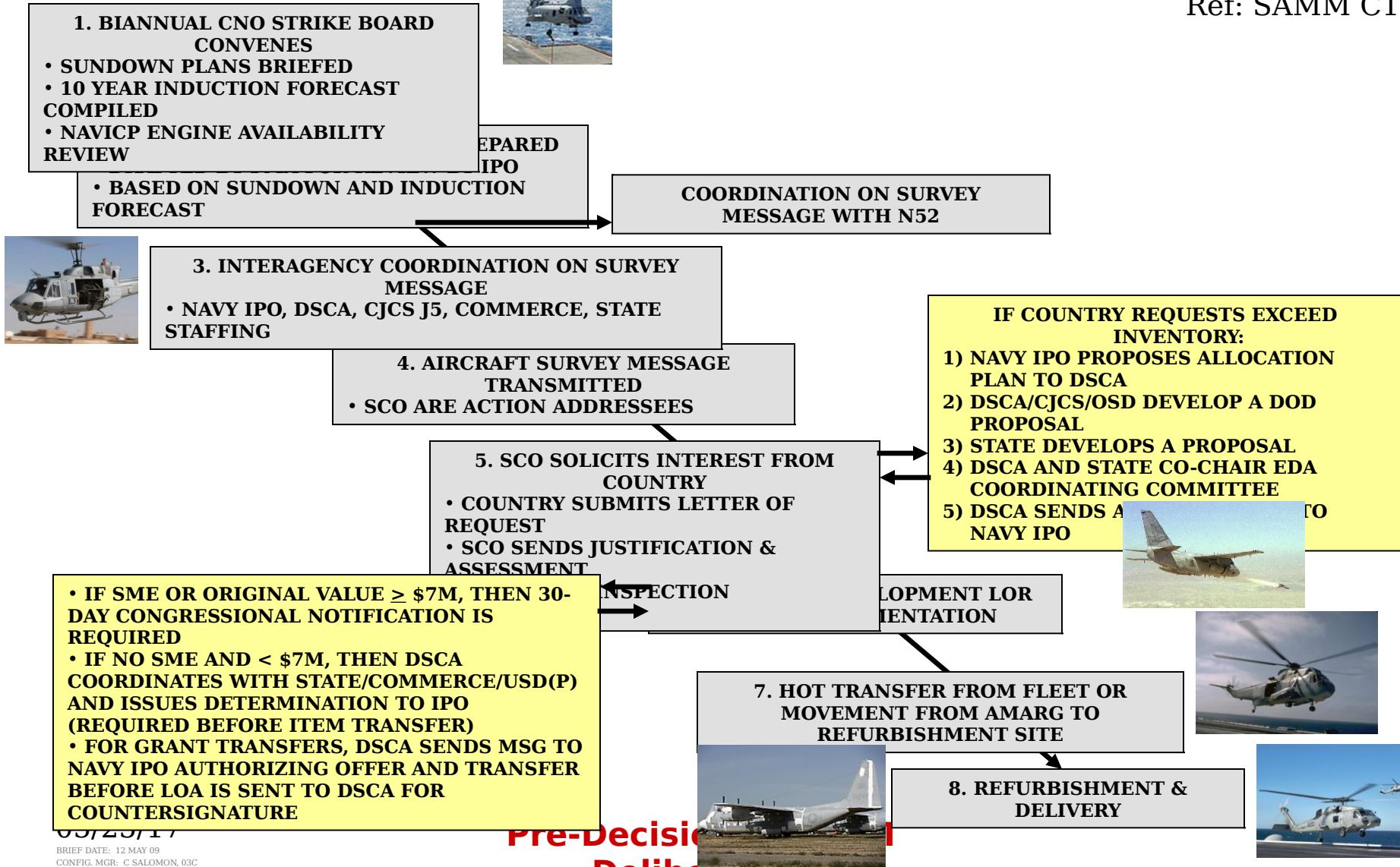
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- No requirement for any in war storage
- Current anticipation for AMARG of 7 aircraft
  - Aircraft delivered post-WTI/EMV
  - Remaining 29 aircraft combination of:
    - Historical artifacts for museums / bases (EAGLE PULL)
    - Excess Defense Articles (EDA)
    - Training Aides (GCE On/Off drills)
    - SARDIP for parts / DRMO airframes
  - OEF Aircraft Disposition?
    - AMARG?
    - Strike in place?
- Minimal FMS interest in entire aircraft
  - Israel has stated potential desire for 1-4 aircraft
  - Assumption: desire for low hour aircraft
    - Lowest are in K-Bay
    - Exploring potential transfer on site (minimize cost)
- Anticipate considerable FMS interest in parts
  - Germany and Israel



# EDA Aircraft Transfer Process

## Marine Aviation





# CFT I & II: Issues

## Marine Aviation

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- CFT I
  - CH-53E Aircraft Laydown
  - Transportation of CH-53E from CONUS to Hawaii
  - Aircraft Acceptance at HMHT-302
  - Series Conversion training of CH-53D personnel
    - Determined number and type of conversions necessary based on personnel discussions
  - Conversion Simulator Requirements
  - CBT access for Conversion Personnel
  - MAG-24 NATOPS Evaluator
  - Airfield Clearance
  - Command relationships for HMH-463 Det (B)
    - Defined w/recommendations to MAG-24 CO
- CFT II
  - Staging of qualified CH-53E personnel for stand-up
  - MALS-24 Core Shortfalls to support CH-53E / H-1 / MV-22



# CFT I

## Marine Aviation

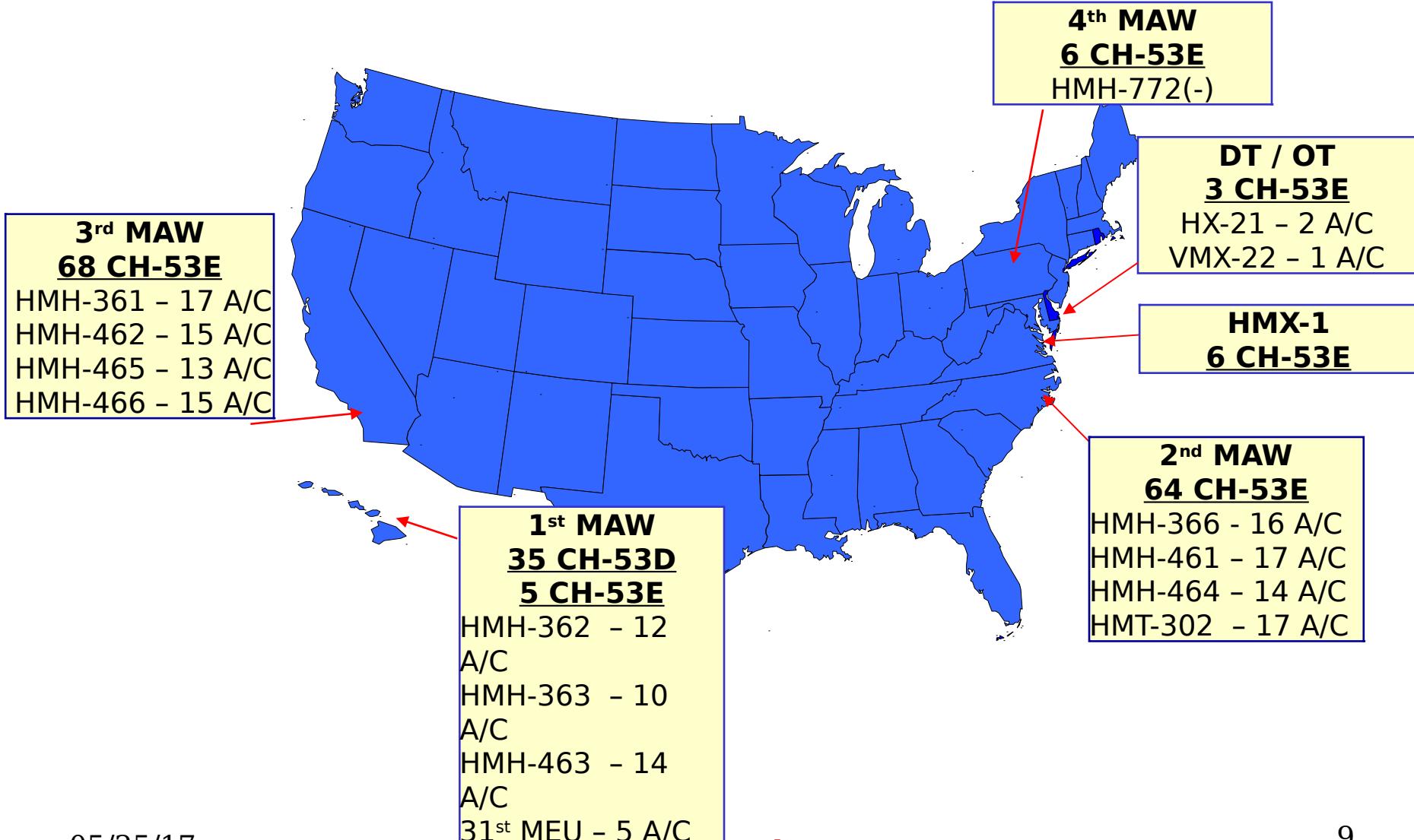
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- Issue: CH-53E Aircraft Laydown
- Discussion: Removal of CH-53Es from HMX-1 does not equal HMH-463 requirements for FOC requiring additional distribution of CH-53E aircraft throughout the Wings.
- Recommendation:
  - 1<sup>st</sup> MAW - 17 Assigned
  - 2d MAW - 62 Assigned
  - 3d MAW - 64 Assigned
  - 4<sup>th</sup> MAW - 6 Assigned
  - VMX-22 - 1 Assigned
  - HX-21 - 2 Assigned
    - 161539 (CNS/ATM) will be issued to 2d MAW upon conversion to steam gauge post flight test. Conversion remains unfunded (POM-13 Issue).
- Action: HQMC (Funding) / TYCOM (Transfer)
- Due Date: NLT 4Q FY12



# Current HMH Lay-down

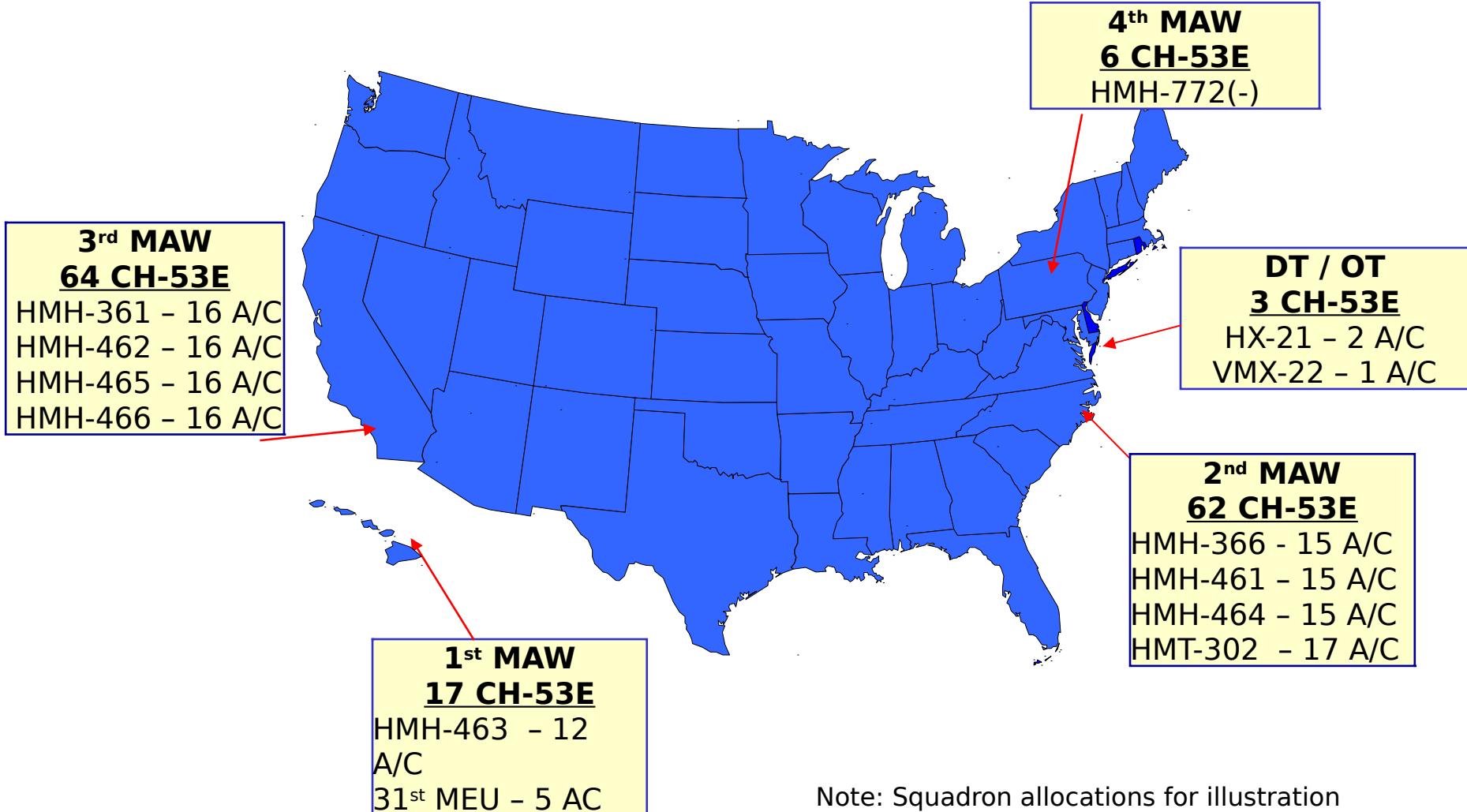
## Marine Aviation





# Recommended HMH Lay-down 2013

## Marine Aviation



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**Pre-Decisinal DRAFT**  
**Deliberative**

10



# Draft CH-53D/E Transition, K-Bay

## Marine Aviation

	TEEP																							
	FY11					FY12					FY13													
	Q2		Q3		Q4	Q1		Q2		Q3		Q4		Q1										
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M							
HMH-463	PTP												IOC	RFT			FOC							
HMH-363			WTI	EMV									DIRT			C								
HMH-362	DIRT							WTI	EMV/ATV						DIRT			C						
CH-53D PAA	34	34	22	32	32	32	29	27	27	27	27	23	23	23	21	20	20	20	10	0	0	0		
PAA																								
	FY11					FY12					FY13													
	Q2	Q3	Q4			Q1	Q2	Q3	Q4		Q1	Q2	Q3	Q4		Q1								
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	A	S	O	N	D	
	11 D 0 E	11 D 1 E				DIRT				0 D 4 E		6 E 8 E					12 E 10 D							
HMH-363	12 D	11 D		8 D	6 D	11 D				DIRT							0 D							
HMH-362	11 D		10 D			16 D		12 D			10 D		DIRT				0 D							
CH-53D PAA	34	34	22	32	32	32	29	27	27	27	27	23	23	23	21	20	20	20	20	10	0	0	0	
OPERATIONAL AIRCRAFT BY GEO LOCATION																								
	FY11					FY12					FY13													
	Q2		Q3		Q4	Q1		Q2		Q3		Q4		Q1										
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
	KBAY, CH-53D	20	20	20	20	19	19	18	16	16	16	16	12	12	10	10	10	10	10	10	0	0	0	0
KBAY, CH-53E	0	0	0	0	0	0	0	0	4	4	6	6	6	8	8	8	8	12	12	12	15	15	15	
KBAY, H-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
KBAY TOTAL	20	20	20	20	19	19	18	16	20	20	22	18	18	20	18	18	18	22	22	22	15	15	15	
OEF, CH-53D	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	

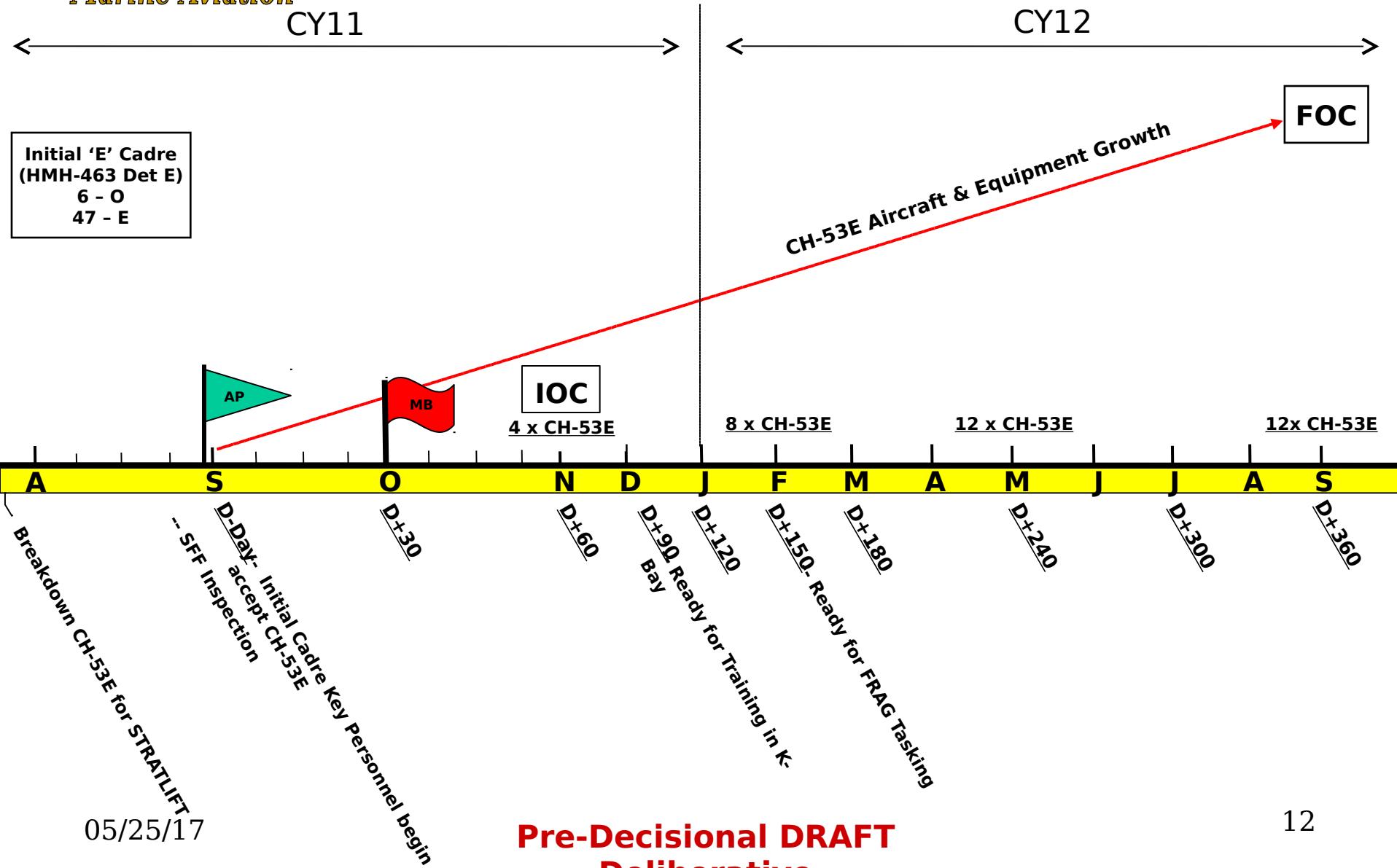
05/25/17

Pre-Decisional DRAFT  
Deliberative



# HMH-463 Transition

## Marine Aviation





# CFT I

## Marine Aviation

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- Issue: Transportation of CH-53Es from MCAS New River and MCAS Miramar to MCB Hawaii
- Discussion: There are two methods to transport CH-53Es to the island: by air (15 x C-17 equivalents) or by sea (SURFPAC). Additional funding may be required by solely using STRATLIFT.
- Recommendation: STRATLIFT for initial 4 aircraft and SURFPAC for remaining aircraft. SoCal MEU Departure Nov 11 request for 2 AC minimum.
- Action: MARFORPAC G-5
- Due Date: Transportation decisions based on IPC timeline and lift targets of opportunity. Tentative planning date is 1 Aug 2011 for 2<sup>nd</sup> MAW 4 ACFT ready for STRATLIFT



# CFT I

## *Marine Aviation*

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- Issue: Aircraft Acceptance at HMHT-302
- Discussion: Initial CH-53Es BUNOs to grow HMM-463 will come from HMHT-302 necessitating aircraft serialization at MCAS New River prior to STRATLIFT breakdown. HMM-463 Det (B) must be capable of conducting aircraft serialization NLT 1 Aug 11 and BPT TAD personnel to MCAS New River during Sep 11.
- Recommendation: Increase MAG-24 FY11 TAD budget to accommodate 8 personnel to conduct serialization, breakdown, and shipment of aircraft from MAG-29 to MAG-24.
- Action: MARFORPAC
- Due Date: NLT 4Q FY11



# CFT I

## Marine Aviation

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- Issue: Conversion Simulator Requirements
- Discussion: Current timeline for CH-53E CFTD arrival at MAG-24 does not meet needs for HMH-463 conversion. Per the current DRAFT T&R manual the series conversion syllabus requires 5 sorties & 7.5 hrs of simulator time. The CFTD for MAG-24 will not be RFT until 3Q FY12 necessitating TAD for pilots to MCAS Miramar to conduct pre-requisite simulators. Current projection is 12 pilots in Nov 11 and 8 pilots in Apr 12 for 3 days.
- Recommendation: Increase MAG-24 TAD budget to reflect simulator TAD costs. Investigate use of C-20 MILAIR for transportation.
- Action: MARFORPAC
- Due Date: Sep 2011



# CFT I

## Marine Aviation

- Issue: HMHT-302 CBT Access for Series Conversion
- Discussion: Pilots requiring the series conversion syllabus are 7566 but have not studied the CH-53E since the FRS. The recommended series conversion syllabus includes 19 CBTs for pilots to re-familiarize themselves with the CH-53E. MATTS K-Bay will require access to these CBTs.
- Recommendation: HMHT-302 provide MATSS K-Bay with access to full HMHT-302 CH-53E CBTs for pilot, aircrew, and maintainer to conduct re-familiarization with the CH-53E
- Action: HMHT-302
- Due Date: NLT Aug 2011



# CFT I

## Marine Aviation

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- Issue: MAG-24 NATOPS Evaluator for CH-53E
- Discussion: MAG-24 will require a NATOPS evaluator for the CH-53E due to the HMH-463 conversion. This is typically a pilot and aircrewmen on the MAG staff vice squadron. Until at least FOC this may not be possible and the MAG-24 CH-53E NATOPS evaluator may need to come from within HMH-463's initial cadre
- Recommendation: Until at least FOC, the CH-53E NATOPS evaluator for MAG-24 be from the initial HMH-463 cadre and ensure they have a current NATOPS evaluation from HMHT-302 prior to PCS.
- Action: MAG-24 / HMHT-302
- Due Date: NLT Jun 2011



# CFT I

## Marine Aviation

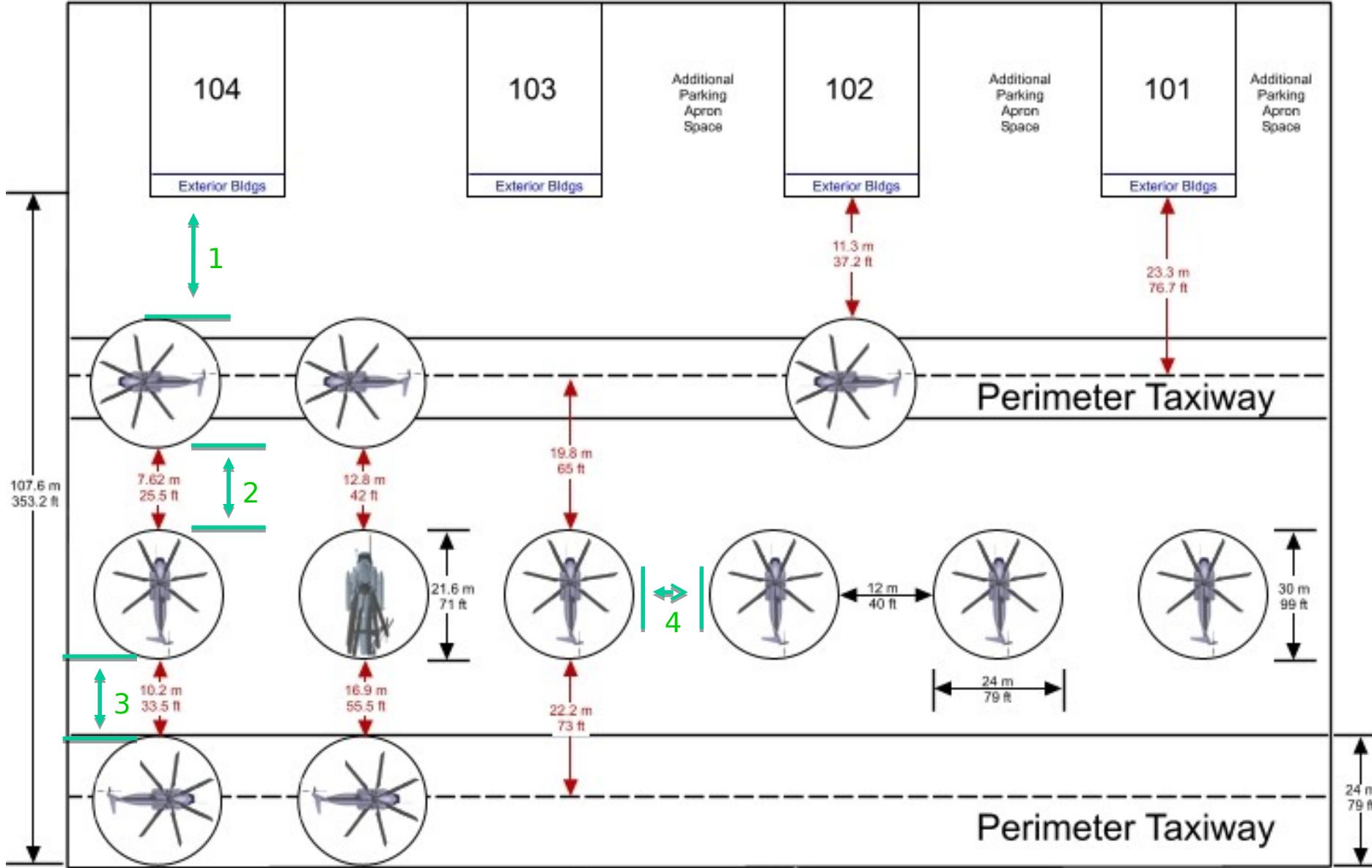
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- Issue: Airfield lateral clearance
- Discussion: There is insufficient lateral clearance to support the CH-53E based on the P-80 requirements document. Reduced clearance along bayside parking ramp and taxiway from the current CH-53D due to the increase in size of the CH-53E from the CH-53D in both length (99ft vs 88ft) and rotor width (79ft vs 72ft). Taxiing and parking on the bayside taxiway will require adjustment and remarking of the spots. This will be similar to MAWTS-1 during WTI.
- Recommendation: Restripe and attain waiver for safety clearances from NAVAIR. If waiver not approved by NAVAIR a MOU will need to be initiated regarding clearance issued between Station Ops and MAG-24
- Action: MCBH Facilities/MAG-24/Station Operations
- Due Date: 01 May 2011



# Airfield Clearance Issues

## Marine Aviation





# CFT II

## Marine Aviation

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- Issue: Staging of CH-53E qualified maintainers to receive A/C and train CH-53D maintainers.
- Discussion: Develop specific timelines in conjunction with MMEA to issue orders for HMH-463 Det (B)
- Recommendation: Set orders to arrive in (IAW ASM/Wing/MMEA) 2011 timeframe. Coordinate with TFSD WRT UIC assignments
- Action: ASL
- Due Date: 4 January 2011



# HMH-463 Initial Cadre

## Marine Aviation

Personnel	SFF*	41 Maint Marines						
Maint Chief	-							
Maint Cont Chief	1							
Total	1							
Personnel								
	FL	AF	AVI	MA	FE	GSE	IMRL	ORD
Chief	-	-	-	-	-	-	-	-
SNCOIC	-	-	-	-	-	-	-	-
NCOIC	-	-	-	-	-	-	1	-
SFF	1	1	1	-	-	-	-	-
QA	1	1	1	-	-	-	-	-
CDQAR	1	1	1	-	-	-	-	-
CDI	3	3	3	-	-	-	-	-
Level II	5	5	5	-	-	-	-	-
6046/6049	-	-	-	1	-	-	-	-
QASO/CDQ	-	-	-	-	1	-	-	1
QASO/CDI	-	-	-	-	-	-	-	-
TL/CDI	-	-	-	-	1	-	-	-
TL	-	-	-	-	-	-	-	-
TM	-	-	-	-	1	-	-	-
6072	-	-	-	-	-	1	-	-
6042	-	-	-	-	-	-	-	-
6531	-	-	-	-	-	-	-	-
Total	11	11	11	1	1	2	1	1

- 36 CH-53E Specific
- 5 Generic

6 Pilots (PCO included in 6)

Qualifications**	Pilots
NSI	4
ARI	2
TERFI	4
NSQ	5

CH-53E Current

6 Crew Chiefs

Qualifications***	Crew Chiefs
NSI	4
NSQ	4

\*\* Includes at least (1) WTI; All Pilots are FCPs

\*\*\*Includes at least (1) WTCCI, (1) TGI, Crew Chiefs FCF Qual'd

■ = CH-53E (Current)

■ = Generic MOSSs (CH-53D, MAG-24 personnel)



# CFT II

## Marine Aviation

- Issue: Identify shortfalls within MALS-24 Core that will prevent proper support for the incoming multiple platforms.
- Discussion: MALS-24 is currently T/O'd less than a full R/W MALS. Supporting MV-22, H-1s as well as CH-53Es could prove difficult with a reduced Core within the MALS.
- Recommendation: Evaluate variants of platforms and identify shortages that will not be supported from the O level Augmentee packages. Develop TOECRs that identify compensating structure to create structure within MALS-24.
- Action: MALS-24/ASM/TFSD
- Due Date: 4 January 2011



# CFT III: Issues

## *Marine Aviation*

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- Maintenance Publications Required
- Hand Tools Differences
- IMDS Server
- CH-53D Disposition Plan
- WSPD Update and Publication
- IMRL (HMH-463 & MAG-24)
- AVCAL
- ICRL
- Facilities
  - Hangar 102
  - MILCON timeline vs. FY11 AVPLAN



# CFT III

## Marine Aviation

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- Issue: CH-53E Maintenance Publications required for MALS-24 and HMH-463 Det (B) prior to Wing Level Inspection
- Discussion: Paper and electronic pubs are necessary for the transition.
- Recommendation: MALS-24 identify and build CH-53E TPL for O & I-Level requirements
- Action: MALS-24 / HMH-463
- Due Date:
  - 15 January 2011 to Identify Requirements
  - 01 June 2011 PUBS in place



# CFT III

## Marine Aviation

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- Issue: Hand Tool differences
- Discussion: There are tools peculiar to CH-53E squadrons that a CH-53D squadron does not posses.
- Recommendation: Identify the differences in the Tool Control Manual (TCM) and procure as required.
- Action:
  - 1<sup>st</sup> MAW : Identify funding for requirements
  - MALS-24: Requisitions and deviations
  - HMH-463: Identify the Differences
- Due Date:
  - Identify requirements 30 November 2010
  - Hand tools in place 01 June 2011



# CFT III

## *Marine Aviation*

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- Issue: IMDS Server Required for HMH-463
- Discussion: All HMH-463 aircraft will have IMDS prior to transfer. HMH-463 requires 3 operator stations within a Squadron and a CH-53E IMDS server in Hanger 102.
- Recommendation: PMA-261 purchase a IMDS Server for HMH-463
- Action: PMA-261
- Due Date: Deliver NLT 01 June 2011



# CFT III

## *Marine Aviation*

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- Issue: Disposition of CH-53D aircraft
- Discussion: May be necessary to SARDIP CH-53Ds at K-Bay.
- Recommendation: Utilize contractor SARDIP on site with material stored on site until disposition is received from NAVICP. Proposed disposition through CY11 on following slide.
- Action: MALS-24/NAVICP/CNAF/FMS
- Due Date: OPNAV approval of proposed disposition plan: 01 Dec 2010



# Proposed Disposition of CH-53D aircraft

## Marine Aviation

HMH-XXX

CY 2011

BUNO	FID/PED	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
156968	Apr-11							AMARG					
157169	Dec-11							AMARG					
156954	Dec-10							AMARG					
157164	Dec-11								SARDIP				
157732	Aug-11								SARDIP				
157148	Jun-11												AMARG
157749	Jun-11												AMARG
157747	Sep-11												AMARG
157748	Dec-11				OEF RTB & SARDIP								
157134	Aug-13												AMARG
157133	Dec-10				OEF RTB & SARDIP								
157738													
157176	HX-21	SARDIP											
Other AMARG													
Other SARDIP													

# Aircraft Assigned

HMH-362	11	11	11	10	10	10	10	10	16	16	16	16	12
HMH-363	12	12	11	11	11	11	11	8	6	11	11	11	11
HMH-463	11	11	11	11	11	11	11	11	0	0	0	0	0

Teep

HMH-362	OEF		TOA end						WTI		EMV/ATV		
HMH-363	Lava Viper			WTI		EMV		Deploy		OEF			
HMH-463				OEF									



# CFT III

## Marine Aviation

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- Issue: WSPD not Published
- Discussion: The WSPD is the principle sourcing document for building and delivering logistics support packages (AVCAL, SE, IMRL) . Current draft of the WSPD is not aligned with the AV Plan.
- Recommendation: Publish WSPD with FY11 AVPLAN changes
- Action: PMA-261
- Due Date: 01 December 2010



# CFT III

## *Marine Aviation*

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- Issue: HMH-463 IMRL
- Discussion: HMH-463 requires a 8 x AC Bag of CH-53E IMRL prior to IOC.
- Recommendation: Identify Critical PSE to be shipped to K-Bay
- Action:
  - HMH-463/MALS-24/CNAF/PMA-261
- Due Date:
  - 01 Dec 2010



# CFT III

## *Marine Aviation*

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- Issue: MALS-24 IMRL
- Discussion: MALS-24 requires a 16 x AC Bag of CH-53E.
- Recommendation: Identify the critical I-level PSE
- Action: MALS-24/CNAF/PMA-261
- Due Date: 01 December 2010



# CFT III

## Marine Aviation

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- Issue: AVCAL
- Discussion: AVCAL needs to be provided to CNAF by NAVICP.
- Recommendation: NAVICP create AVCAL allowances for continued CH-53D sustainment, CH-53E transition and CH-53E end state.
- Action: NAVICP/CNAF/ASL-31
- Due Date: AVCAL established 01 June 2011



# CFT III

## Marine Aviation

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- Issue: Hangar Ability to Support CH-53E
- Discussion: HMH-463 will occupy Hangar 102. Known issues with Hangar 102 are electrical power (dirty) and hoist capability for the QCU.
- Recommendation: Submit consolidated list of shortfalls to MCBH Facilities.
- Action: MAG-24 S4
- Due Date: 01 Jan 2011 Site Evaluation Report(SER) submission



# CFT III

## Marine Aviation

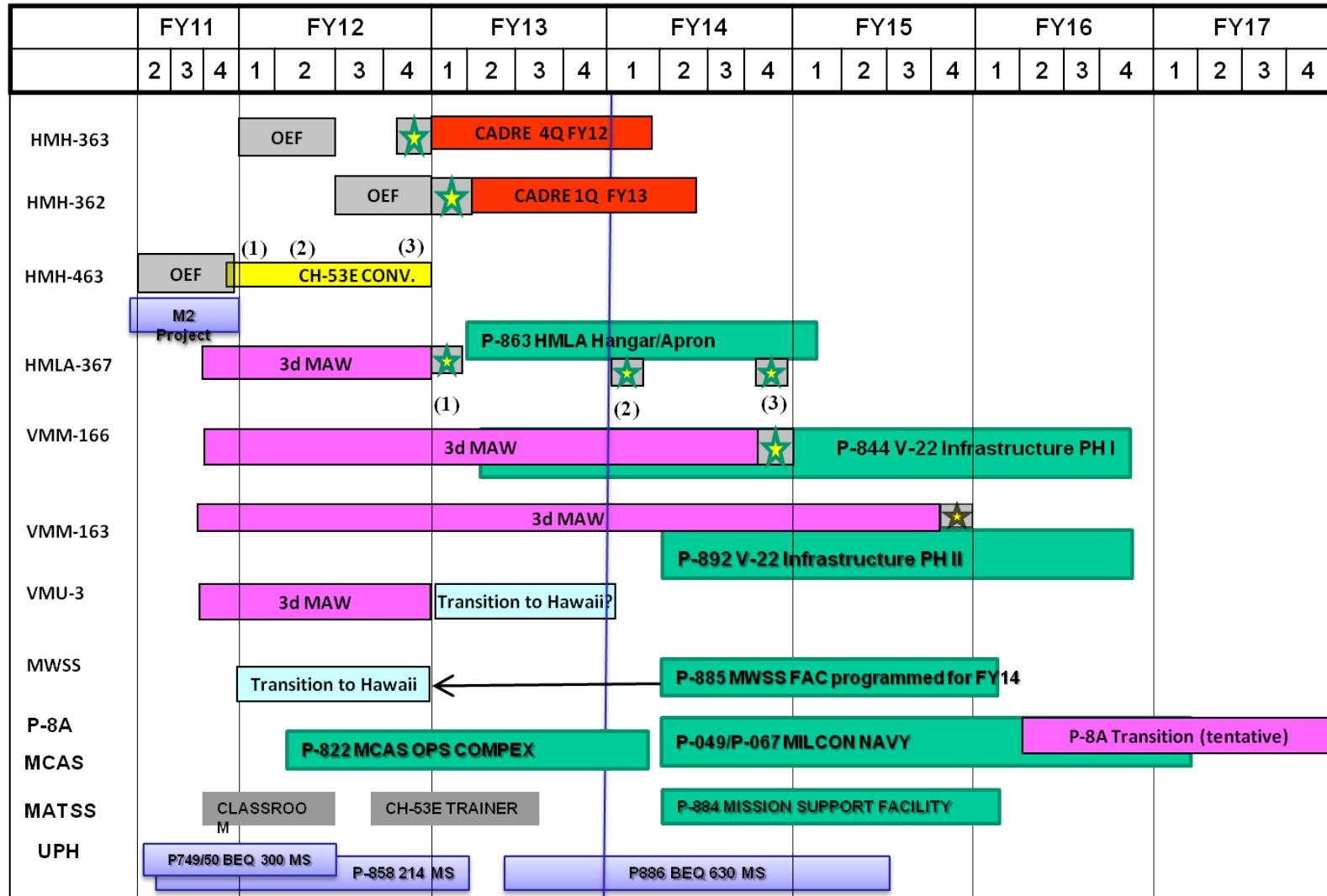
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- Issue: ICRL capabilities
- Discussion: Identify ICRL shortfall and capability gain.
- Recommendation: Compare ICRL with other TMS MALS to identify repair capability and associated equipment. Report shortfalls to CNAF and PMA-261.
- Action: MALS-24
- Due Date: 30 Nov 2010



# FY11 AVPLAN vs MILCON Timeline

## Marine Aviation



HMH-463: (1) 1Q FY12 Begin CH-53E A/C acceptance (2) 2Q FY12 Ready for frags (3) 4Q FY12 FOC 90% (PAI)

HMLA-367: (1) Arrival with 5 AH-1W & 4 UH-1Y (2) FOC 1<sup>st</sup> Q FY14 (3) Achieve full PAI of 14 AH-1W and 9 UH-1Y by end of FY14  
P-8A is being constructed in two phases. Ph I is in FY14 and constructs the washracks. Ph 2 is in FY15 and constructs the hangars.

**Deliberative**



# Road Ahead

## Marine Aviation

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- OPLAN Relief
  - Target Aug 11
- CH-53D Disposition
  - Finalize aircraft availability for potential EDA
  - Release WSPD
  - Draft Aircraft Survey Message
- 5400 Bulletin Release
  - HMH-463 Dec 10
- First CH-53E transfer from HMX – Dec 10
- Mid-Planning Conference - Apr 11
  - ICW CH-53D FST



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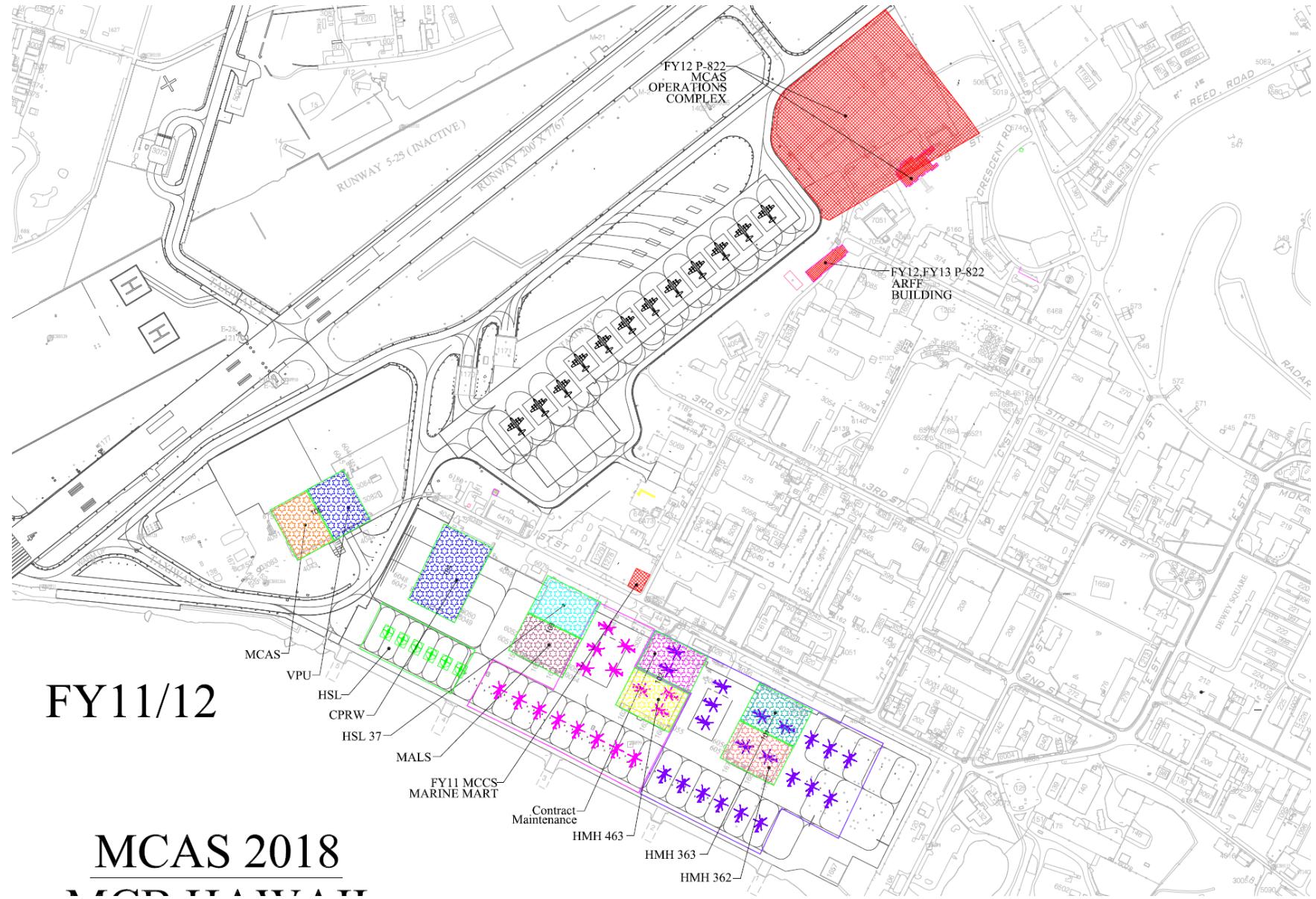
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# *Questions*



# Facilities Laydown FY11/12

## Marine Aviation



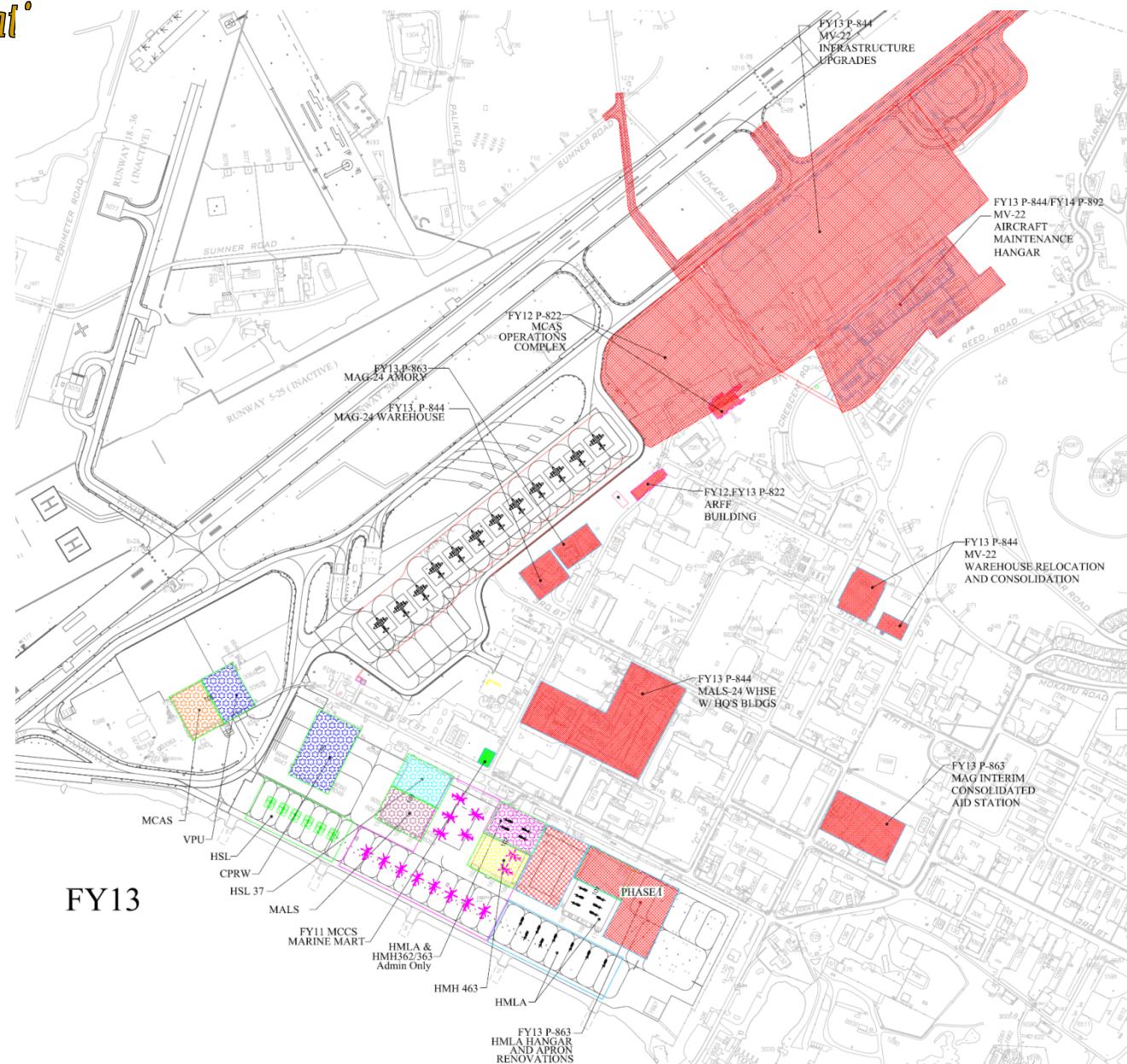
FY11/12

MCAS 2018



# Facilities Laydown FY13

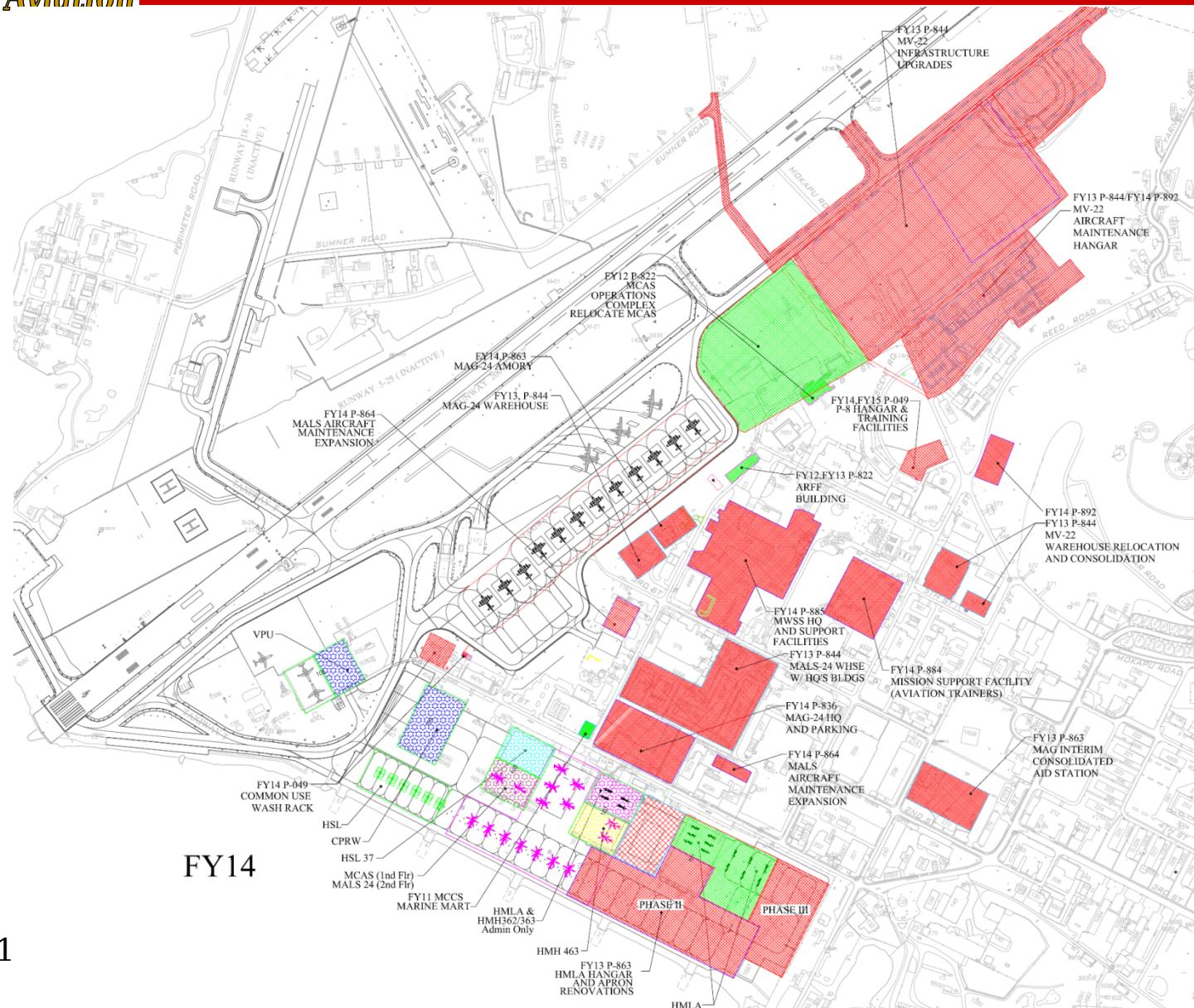
Marine Aviat<sup>o</sup>





# Facilities Laydown FY14

## Marine Aviation



FY14

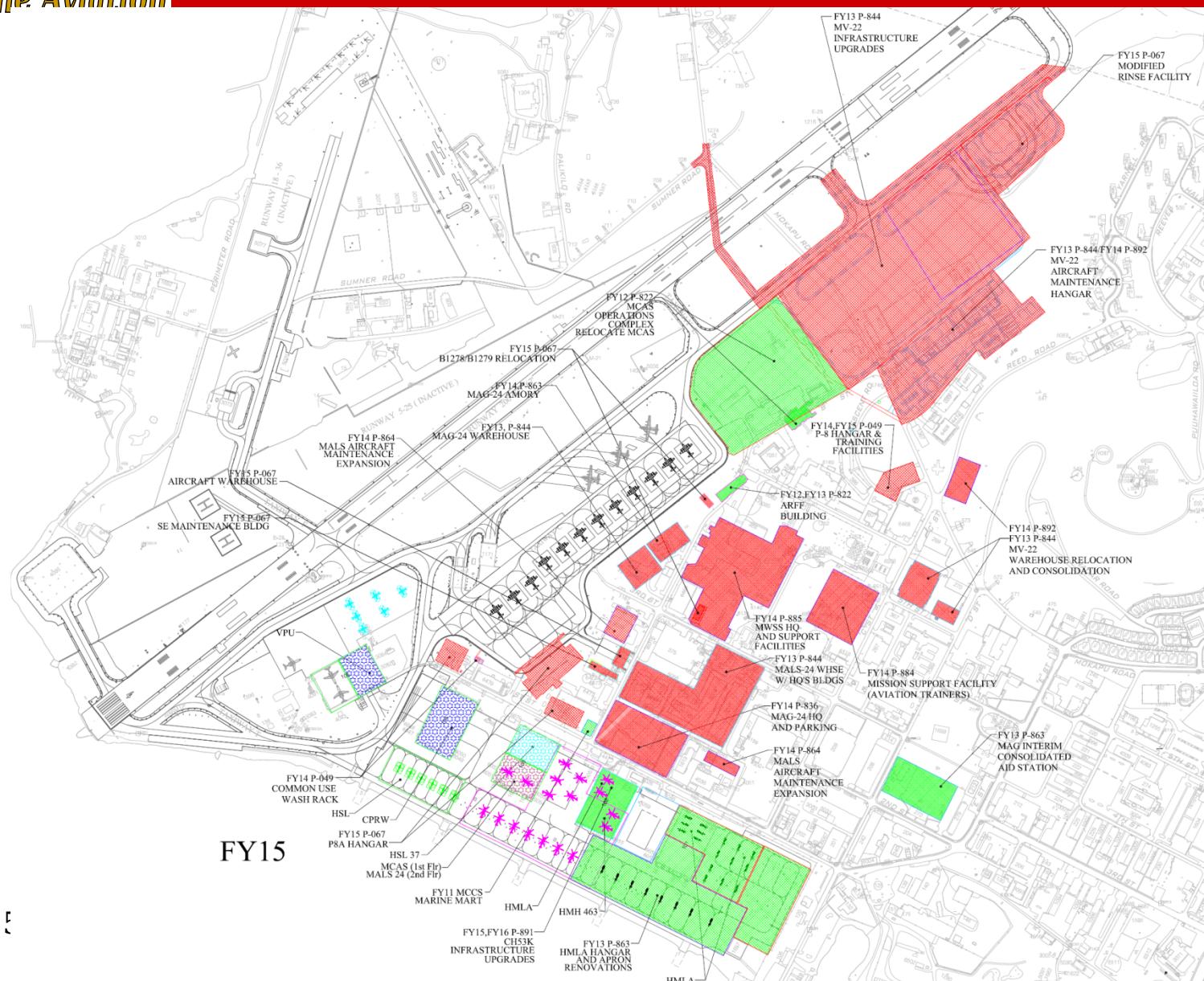
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# Facilities Laydown FY15

## Marine Aviation





*Marine Aviation*

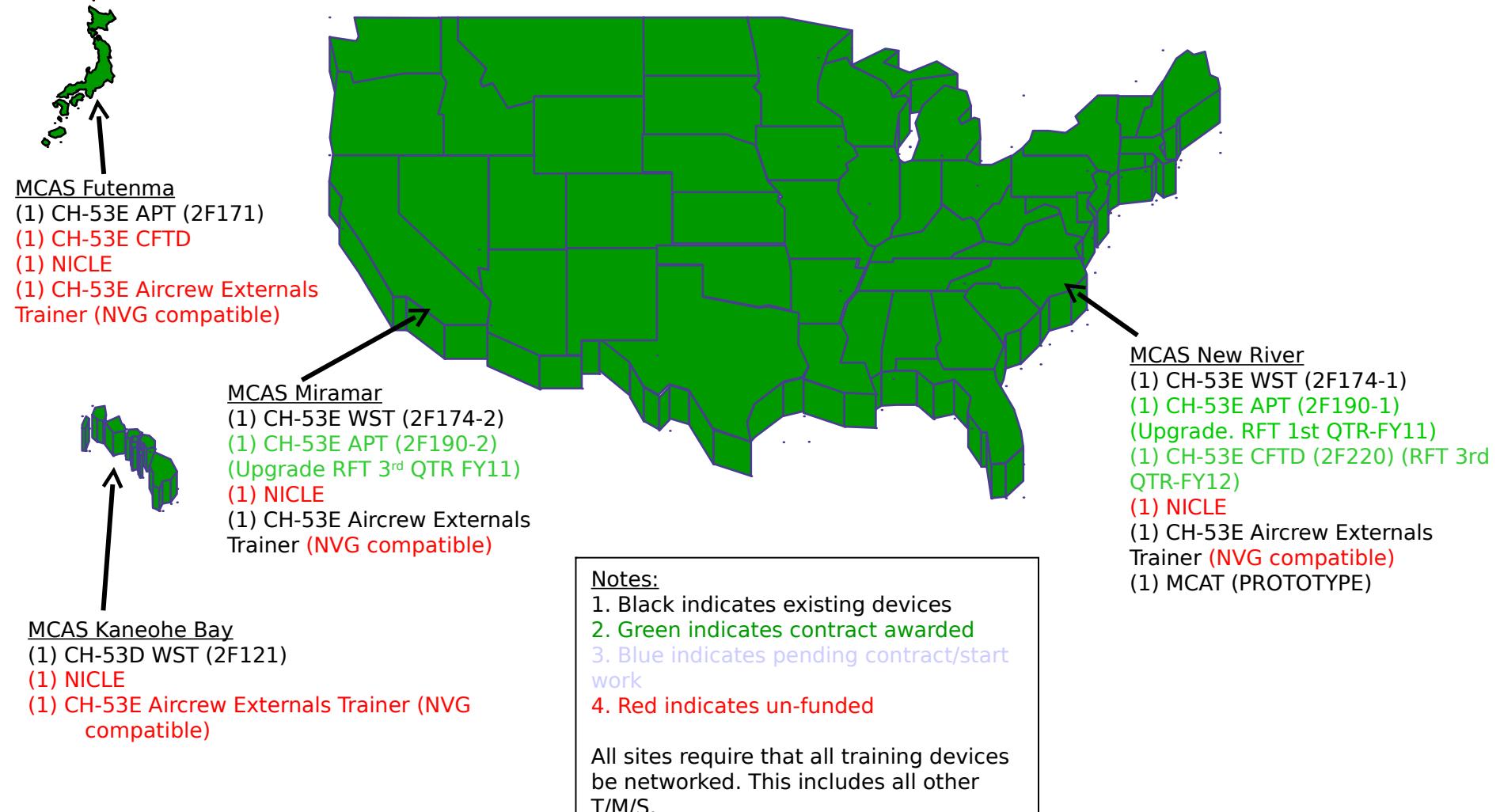
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# **BACKUPS**



# Current CH-53 Simulator Laydown

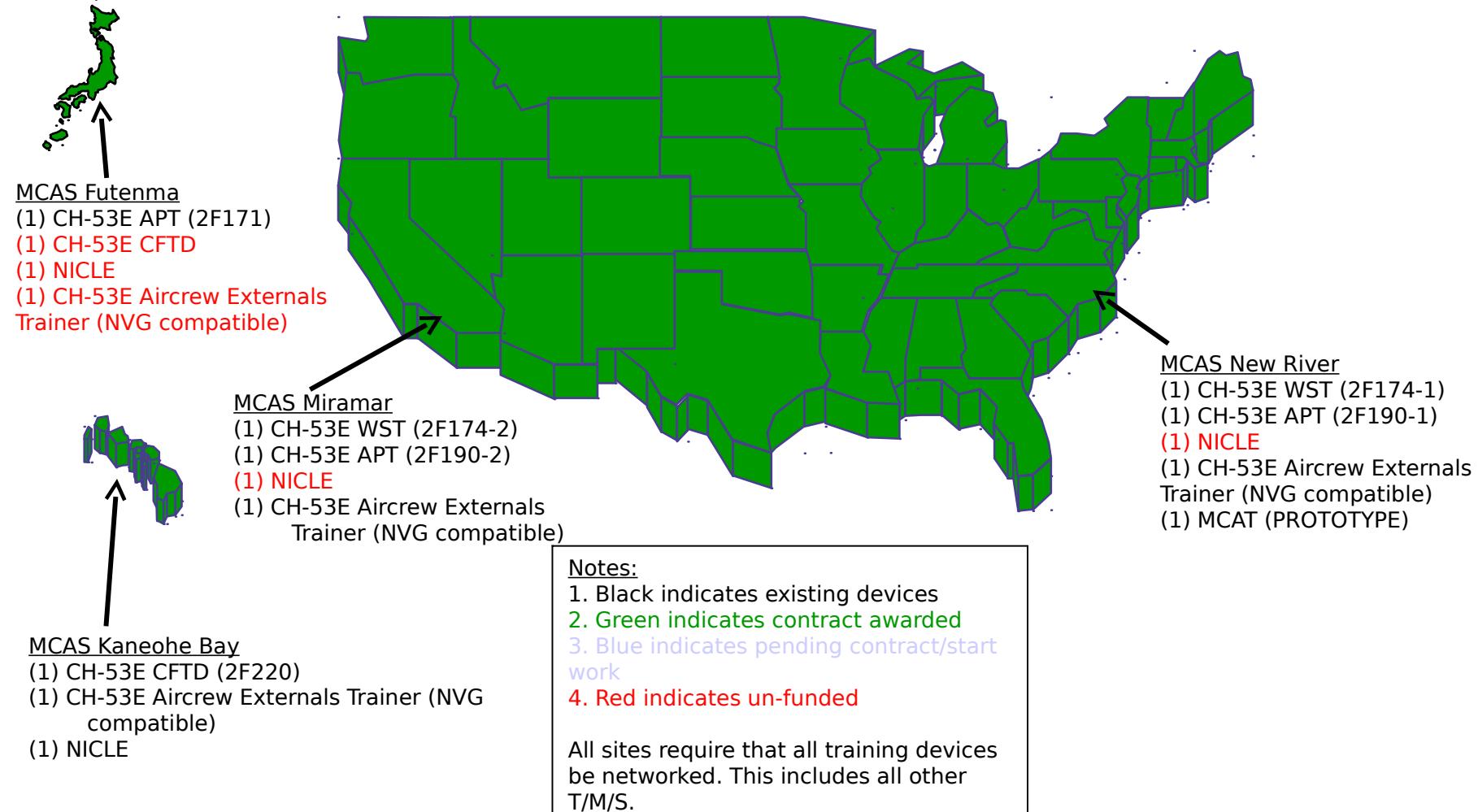
## Marine Aviation





# CH-53 Simulator Laydown after CH-53D Sundown

Marine Aviation





# Training Flow Chart

## Prior CH-53E Qualified Pilots & Aircrew

### Marine Aviation

CH-53D  
HAC  
(Prior 7566 HAC)

CH-53D NSQ  
H2P  
(7566 H2P qual @ FRS)

CH-53D  
CC/AO  
(Prior CH-53E CC/AO)

CH-53E  
HAC

CH-53E NSQ  
H2P

CH-53E  
CC/AO

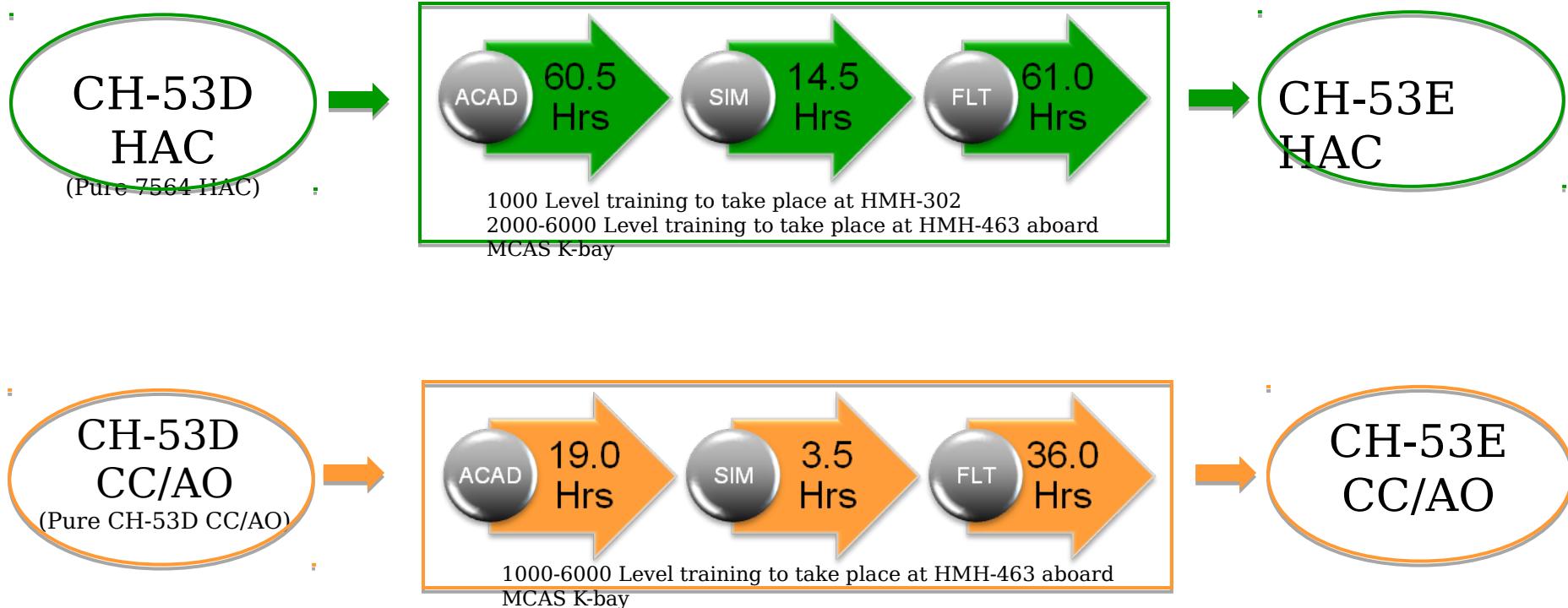




# Training Flow Chart

## Pure CH-53D Qualified Pilots & Aircrew

### Marine Aviation

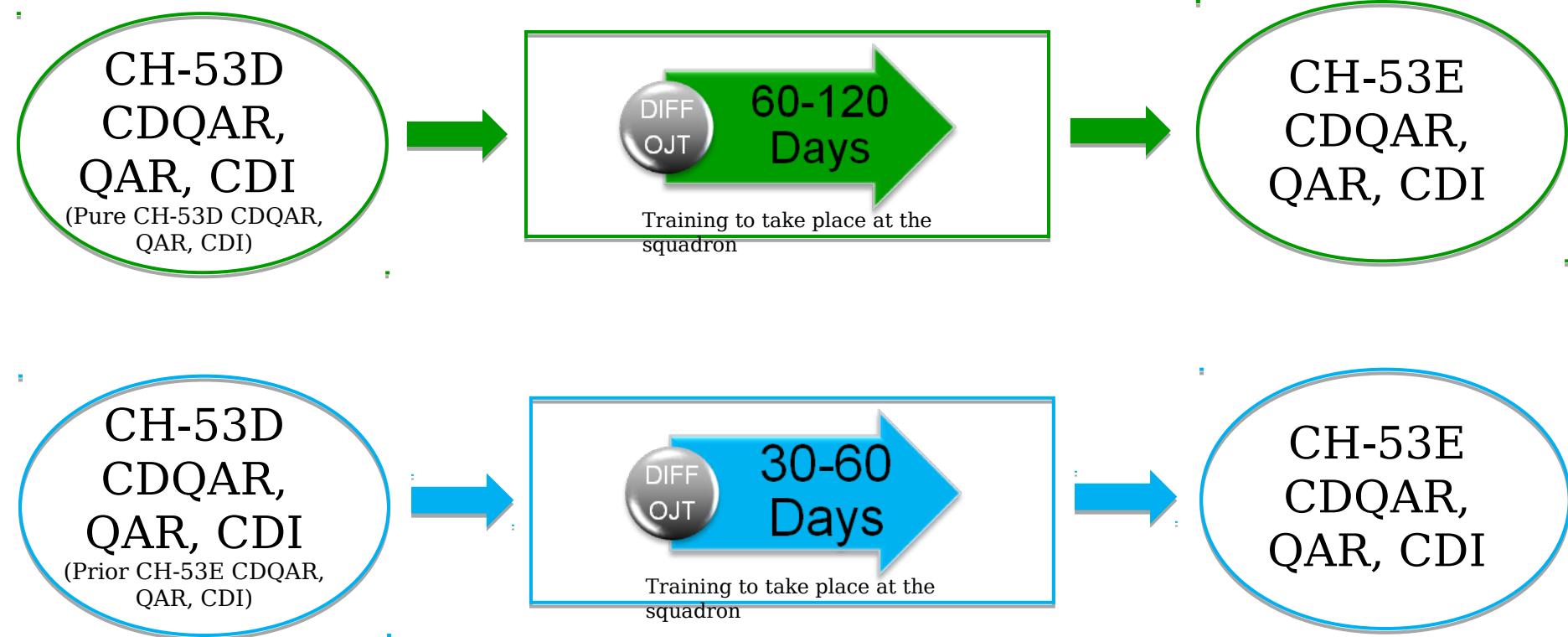


Pure CH-53D HAC: 4-6 Months @ HMH-302, New River



# Training Flow Chart - Maintainer

Marine Aviation





# CFT III

## Marine Aviation

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- Issue: I-Level Test Benches for CH-53E
- Discussion: Test benches for CH-53E parts were never required aboard K-Bay, however, transition of HMH-463 to the CH-53E and growing to 8 HMH squadrons has changed this. One test bench that will be a problem if not addressed early-on is the AFCS.
- Recommendation: MALS-24 determine required I-Level test benches to support HMH-463. HMX-1 to conduct inventory of I-Level benches that can be divested. CNAF to redistribute based on HMH community requirements.
- Action: MALS-24, CNAF, HMX-1, ASL
- Due Date: 15 Jan 2011



# CFT III

## Marine Aviation

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- Issue: FRC-WP (Kimhae)
- Discussion: FRC-WP currently completes 1 MAW IMP events for 31<sup>st</sup> MEU and CH-53D. FRC-WP will now complete IMP events for HMH-463 CH-53Es. GFE may not be commensurate with increased throughput requirements.
- Recommendation: Identify GFE at Kimhae and determine shortfalls. (not anticipated at this point) Determine if contract changes are required to support HMH-463 aircraft at Kimhae (capacity)
- Action: CNAF; FRC WP will verify GFE requirements, and other anticipated issues
- Due Date: 01 Jan 2011



# CFT III

## *Marine Aviation*

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- Issue: Power Grid on MCBH (Dirty Power)
- Discussion: Precision test benches requires consistent power within the IMA. MCBH power grid produces “Dirty” power. There will be a need to “D” code items.
- Recommendation: Determine power grid/grounding requirements to support CH-53E, H-1Y/Z, and MV-22 and submit MILCON.
- Action: MCBH Facilities
- Due Date: 01 June 2012 ICW RTCASS arrival



# CFT III

## Marine Aviation

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- Issue: Cost architecture
- Discussion: Transition of MAG-24 CH-53D to CH-53E will require an organizational structure to capture costs and ensure adequate execution funds.
- Recommendation: Ensure that MAG-24 captures independent costs for all logistical transition support by ensuring TEC, VAL tables, transportation, TAD O&M, N costs have cost codes established and tracked for each organization
- Action: MAG-24
- Due Date: Ongoing through FOC



# CFT III

## *Marine Aviation*

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- Issue: Environmental Impact
- Discussion: Need to get Base environmental signoff in order to operate CH-53E
- Recommendation: coordination with MCBH Environmental
- Action: Request authority for basing
- Due Date: 01 Jan 2011